



## Finchley and Golders Green Area Committee

9 July 2019

<b>Title</b>	<b>Church Lane /High Road - Feasibility Study</b>
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<b>Report of</b>	Executive Director, Environment
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<b>Wards</b>	East Finchley
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<b>Status</b>	Public
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<b>Urgent</b>	No
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<b>Key</b>	No
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<b>Enclosures</b>	None
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<b>Officer Contact Details</b>	Jamie Blake – Executive Director, Environment Email – <a href="mailto:Highways.Correspondence@barnet.gov.uk">Highways.Correspondence@barnet.gov.uk</a>
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### Summary

This report details the outcome of Transport for London (TfL) finding on the signal timings of the existing pelican crossing and outline the next step to improve safety around the signalised crossing by Martin Primary School. The report outlines other initiatives to be progressed with Martin Primary School. The report also outlines the next steps for a feasibility study for the request for the junction of A1000 with Church Lane to be signalised.

### Officers Recommendations

1. That the Finchley and Golders Green Area Committee notes the comments and outcomes of Transport for London (TfL) on existing traffic signal at A1000 High Road by Martin Primary School.

2. That the interim measures to improve the safety of the site which are estimated at £24,000 to be confirmed by Finchley and Golders Green Area Committee and detailed design and consultation to be carried out.
3. That the Finchley and Golders Green Area Committee delegates authority to the Executive Director, Environment to carry out a Consultation on the improvements in recommendation 2.
4. That the Finchley and Golders Green Area Committee agree that if any objections are received because of the consultation, referred to in recommendation 2, the Executive Director, Environment will consider these objections and determine whether the agreed proposal should be implemented or not, and if so, with or without modification.
5. That the Finchley and Golders Green Area Committee notes the initial investigation into the signalisation of Church Lane junction with A1000, and the requirement for Transport Feasibility Study of the junction and the subsequent TfL Model Auditing Process (MAP) may be required subject to the outcome of the Transport Feasibility Study.
6. That the Finchley and Golders Green Area Committee notes that Road Safety Education Officer will engage with School Travel Advisor of Martin Primary to offer several proposals as set up in Paragraphs 2.20 to 2.25 of the report which is to take place in the Autumn Term.

## 1. WHY THIS REPORT IS NEEDED

- 1.1 During the Finchley and Golders Green Area Committee Meeting on 4 April 2019 the matter of safety around the junction of Church Lane and the High Road was referred up by a Ward Councillor Arjun Mittra. The issued raised was as follows

*'I request the Committee to seek a report from officers on safety around the junction of Church Lane and The High Road in East Finchley. In February there was a serious collision at the traffic lights outside Martin Primary School, where a car failed to stop at red lights and hit a father and child. This junction is known to be dangerous, and local residents alongside school parents are working on a petition.*

*I request the Committee to commission a report on potential solutions, such as three way filter light, or any other system officers recommend and bring it back to next committee'.*

*A petition which was started by a group of parents and East Finchley residents has been submitted requesting to improve safety at the crossing and surrounding junctions on High Road, East Finchley and outside Martin Primary School.*

- 1.2 Following discussion on the item, Finchley and Golders Green Area Committee unanimously agreed and it was therefore resolved:

*a) To instruct the road safety and school travel officer to contact the school and present to pupils on road safety.*

*b) To further discuss with TfL the implementation of the delay between road traffic signals and the pedestrian crossing signals.*

*c) To allocate £5,000 for officers to undertake the necessary feasibility study and bring a report that will detail discussions with TfL and suggested next steps, including interim solutions to make the crossing safer. An update will be brought to the next meeting.*

*RESOLVED: that the Committee issue their instructions to officers as set out above and where necessary report back to a future meeting.*

- 1.3 Prior to the decision Officers noted concerns over the timescales of reporting a full feasibility study on a signalise junction for Church Lane/A1000 to the next Committee, including the requirement to engage with TfL.
- 1.4 Councillors Moore and Mitra met borough and TfL officers at the crossing location on 1 April 2019, and expressed their concerns regarding the crossing and junction. The TfL officer agreed to find out whether TfL colleagues could adjust the signal timings to increase the time between the signals changing to red for traffic and changing to green for pedestrians, and offered TfL road safety education support if needed. Visibility to the signals was noted to be generally adequate, although some potential for signs to be obscured by parked vehicles or trees was noted. Other traffic management approaches including previous consideration of signalising the junction were also discussed.

## **2. REASONS FOR RECOMMENDATIONS**

### **Alterations to the Signal Timings**

- 2.1 Transport for London (TfL) has been contacted to investigate whether the all red time between the signals turning red for traffic and green for pedestrians can be increased.
- 2.2 The current traffic signal timings were checked and are running to the designed timings. The time between the signals turning red and green for pedestrians is governed by national standards. The traffic signal timings at A1000 High Road by Martin Primary School meet national standards.
- 2.3 The timings for when the traffic signals are changing from vehicle phase to pedestrian phase is dictated by the Department for Transport and is made up of two distinct parts.
- 2.4 The time when signals are amber for vehicles and red for pedestrians is a mandatory 3 seconds and cannot be adjusted.
- 2.5 The time when signals are red for both vehicles and pedestrians is adjustable between 1 to 3 seconds depending on site conditions.
- 2.6 The controller of A1000 High Road by Martin Primary School traffic signal has equipment that detects vehicles and will run 3 seconds if it still detects vehicles when it changes to give pedestrians the green man to cross. If no vehicles are detected when the crossing changes, it will run two seconds.
- 2.7 In view the site by Martin Primary School, the timings in the controller will be adjusted so that period when signals are red for both vehicles and pedestrians always runs 3 seconds whether vehicles are detected or not.

- 2.8 When implemented, the time separating vehicle green and pedestrian green when changing from vehicles to pedestrians will consistently be 6 seconds.
- 2.9 It is not possible to increase of these timings further as these are dictated by the Department for Transport and compliance to the signals should be enforced by the local police.
- 2.10 Officers can advise that TfL have attended the site and made the alterations to the Traffic Signals timings on 21 June 2019.

### **Personal Injury Accident information**

- 2.11 There were 4 personal injury accidents over 5 years to 31 December 2018 (the most recent data currently available to TfL) are shown on the table below.

Accident Date	Severity	Road Surface	Light Condition	Pedestrian Injury	Description
Sat, 11/10/2014	Slight	Dry	Light	No	Motorcycle swerved to avoid accident causing rider to fall
Mon, 19/01/2015	Slight	Dry	Light	No	Vehicle 2 hit rear of vehicle 1
Sun, 25/01/2015	Slight	Wet	Light	No	Vehicle 3 hit rear of Vehicle 2, pushing it into rear of Vehicle 1
Wed, 27/06/2018	Slight	Dry	Dark	No	Pedal cyclist involved. Not known how collision occurred.

- 2.12 Data for the serious accident that happened in February 2019 is not yet currently available.

### **Improvements in the vicinity of the existing Pelican Crossing**

- 2.13 Interim measures at the vicinity of the existing Pelican Crossing have been investigated including repaint existing pelican, zebra, double yellow lines and junction road markings, checking existing street lighting and Vehicle Activated Signs (VAS) are providing adequate lighting level and meeting current standard and if require upgrading or replacement, proposed waiting restriction at Plain Tree Walk to prevent parked vehicles blocking sightline and improve safety, upgrade traffic signal signs on yellow backing board traffic signs. This investigation will also include pedestrian and speed surveys to inform the feasibility studies, as well as topographical surveys.

2.14 Cost Estimation for interim measures

Description	Cost
Consultation and TMO	£4,000
Detailed Design for Interim Measures	£7,500
Construction Cost	£10,000
Implementation, supervision and post implementation cost	£2,500
<b>Total</b>	<b>£24,000</b>

2.15 An additional measure which would be considered beneficial is carriageway resurfacing plus high friction treatment at the approaches to the crossing, with an estimated cost between £40,000 to £65,000 depending on extend of works agreed to progress. However, the resurfacing is outside the budget of the Area Committee.

**Feasibility Study to Signalise Church Lane junction with A1000.**

2.16 In order to further investigate the signalisation of the Church Lane junction with the A1000 a full Feasibility Study including modelling of the junction will be required. The cost of modelling the junction has been estimated at approximately £20,000. The processes include review historical information, site visit, carried out topographical, traffic and pedestrian surveys and review surveys, develop outline layout options, swept path analysis and layout plans, collision analysis, request statutory undertaker’s information, Road Safety Audit Stage 1 (RSA1), design update to incorporate Road Safety Audit Stage 1 recommendations.

2.17 Following the feasibility study there may be a further requirement to carry out TfL Model Auditing Process (MAP) which is required by them for Traffic signalised junctions. There is an additional cost if approximately £20,000 for this process and this cost excludes the detailed design and construction costs. The MAP Process involving TfL takes approximately 9 – 18 months. TfL Model Auditing Process (MAP) consists of 6 Stages as below:

- MAP Stage 1 : Scheme and Network Scope Meeting
- MAP Stage 2 : Calibrated Traffic Modelling Base Model Submission
- MAP Stage 3 : Validated Traffic Modelling Base Model Submission
- MAP Stage 4 : Traffic Modelling Proposed Models Checkpoint Meeting
- MAP Stage 5 : Traffic Modelling Proposed Models Submission
- MAP Stage 6 : Submission of Scheme Impact Assessment Report

2.18 Further discussion regarding the potential of funding the for the signalisation will be required and if approved timescales confirmed with TfL.

- 2.19 It should be noted that due to the limited width of the footway on one side of Church Lane which is too narrow for traffic signal installation there may be an additional requirement to Compulsory Purchase (CPO) a section of land in this location.

### **Road Safety Contact with Martin Primary School**

- 2.20 Road safety education workshops will be offered to every year group from nursery to Year 6, each one designed. For example, one of our key messages for our nursery, reception and Year 1 children is 'Holding Hands' as this is the main cause of killed or seriously injured young children involved in road traffic collisions to deliver key road safety messages relevant and engaging for that age group. Our Year 4 practical pedestrian training programme is a three part workshop where children are taken outside to be taught the road safety skills they need as they prepare to become independent travellers.
- 2.21 We also offer road safety resources to support our education programme:
- a road safety toolkit for Key Stage 1 children consisting of road layouts, role play tabards and street furniture to give children a chance to practice road safety in a safe environment;
  - 'Walk About Talk About' – a free DVD resource aimed at younger children and their carers on crossing safely;
  - We also have leaflets on a number of different themes available to distribute, for example 'Pelican Crossings – a guide for road users'.
- 2.22 In addition, our School Travel Advisors also delivers a Junior Travel Ambassador (JTA) scheme. This scheme encourages peer-to-peer engagement and the School Travel Advisor will give the school resources and guidance needed to promote safer, active and independent travel within the school community. This is aimed to be a fun and engaging way to spread important messages and build skills for life.
- 2.23 It is proposed that four pupils will be appointed 2 from Year 5 and 2 from Year 6 and will work with the allocated School Travel Advisor to deliver ready made road safety assemblies that identifies safer crossing points and description of various crossings and how to use them. There is also an interactive session that the School Travel Advisor will deliver that asks the children to point out the hazards from the picture.
- 2.24 The assembly will then be about safety outside the school and enforcing the messages about holding hands, looking everywhere whilst crossing and about the Junior Travel Ambassador's and what their role is.
- 2.25 A competition will then be launched for the whole school to take part in designing a road safety poster that will then be used around the school to promote the messages from the assembly during the assembly road safety facts will be given out the winning poster must include at least 3 facts. This will be offered to the school from September 2019.

## **3 ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED**

- 3.1** The current recommendation is for the interim measures to be progressed. The alternative options of the resurfacing with the high friction surface and the feasibility of the Study for the signalisation required additional funding.
- 3.2** An alternative option would be not to take any action but monitor the site, however this would not address the concerns raised by the school, residents and Ward Councillors.

## **4 POST DECISION IMPLEMENTATION**

- 4.1** Following the Finchley and Golders Green Area Committee's agreement, consultation on the interim measures to be carried out and detailed design of the proposal to be progressed subject to the outcome of the consultation. Engagement with the school will also take place with the Road Safety Education Officer and the School Travel Advisor from September 2019.

## **5 IMPLICATIONS OF DECISION**

### **5.1 Corporate Priorities and Performance**

- 5.1.1** The proposals will help to address the Corporate Plan delivery objectives of "a clean and attractive environment, with well-maintained roads and pavements, flowing traffic" by helping residents and particularly school children to feel confident moving around their local area on foot, and contribute to reduced congestion. The scheme will also impact on the health and wellbeing needs of the local population as identified in Barnet's Joint Strategic Needs Assessment.
- 5.1.2** Improvements that encourage walking or other active travel will help to deliver the active travel and recreation opportunities identified in the Health and Wellbeing Strategy for children and the population generally.

### **5.2 Resources (Finance & Value for Money, Procurement, Staffing, IT, Property, Sustainability)**

- 5.2.1** An annual allocation of £150k is made to each Area Committee. The total available shows the committee balance for 2019/20 to be £0.099m. This takes in account of the amount of unallocated funds from prior years, as well as allocated for the current financial year together with under and overspends relating to previous financial years.
- 5.2.2** The estimated implementation costs of the preferred option for the interim measures is £24,000 (based on prices contained in Year 4, Volume 4 Adjusted Rates – London Highways Alliance Contract (LoHAC) Northwest) and is requested from the Area Committee (CIL) budget.
- 5.2.3** The work will be carried out under the existing PFI (electrical) and LoHAC (non-electrical) term maintenance contractual arrangements.
- 5.2.4** Additional funding for the resurfacing with High Friction surfacing and the Feasibility study for the signalisation for the Church is currently outside the scope of the Area Committee CIL budget.

5.2.5 TfL have completed to works to amend the timings of the existing Traffic Signals at no additional cost to the Council.

### **5.3 Social Value**

5.3.1 As procurement is via existing term of framework agreements, there are no relevant social value considerations in relation to this work.

### **5.4 Legal and Constitutional References**

5.4.1 The terms of reference of the Area Committees under Article 7 of the Council's Constitution and under Article 7.5 includes responsibility to discharge the functions for all constituency specific matters relating to the street scene including parking, road safety, transport, allotments, parks and trees.

5.4.2 Road Traffic Regulation Act 1984 provides powers to local authority to regulate or restrict traffic on roads in the interest of safety.

5.4.3 Section 16 of the Traffic Management Act 2004 places obligations on authorities to ensure the expeditious movement of traffic on their road network. Authorities are required to make arrangements as they consider appropriate for planning and carrying out the action to be taken in performing the duty.

### **5.5 Risk Management**

5.5.1 The issues involved in this report are not likely to raise significant levels of public concern or comment or give rise to policy considerations.

5.5.2 There would be construction risk associated with introducing the scheme would require management throughout the detailed design, implementation and construction work.

### **5.6 Equalities and Diversity**

5.6.1 The Equality Acts outlines the provisions of the Public Sector Equalities Duty which requires Public Bodies to have due regard to the need to:

- Eliminate discrimination, harassment and victimisation and other conduct prohibited by the Equality Act 2010.
- Advance equality of opportunity between people from different groups
- Foster good relations between persons who share a relevant protected characteristic and persons who do not share it.
- The broader purpose of this duty is to integrate considerations of equality into day to day business and keep them under review in decision making, the design of policies and the delivery of services

5.6.2 The safety elements incorporated benefit all road users equally as they would improve safety and traffic flow at those locations.

5.6.3 The proposal is not expected to disproportionately disadvantage or benefit individual members of the community.

## **5.7 Corporate Parenting**

5.7.1 Not applicable in the context of this report.

## **5.8 Consultation and Engagement**

5.8.1 A statutory consultation will be undertaken on the proposals as set out above.

## **5.9 Insight**

5.9.1 The proposals developed for the scheme were informed through analysis of injury accident data and on site observations of the issues.

## **6 BACKGROUND PAPERS**

6.1 Finchley and Golders Green 4 April 2019.

<http://barnet.moderngov.co.uk/documents/s51979/Members%20Item%20Application%20for%20CIL%20Funding.pdf>